





## For Sale.

**MacEwen, Frickel & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

**HAVE FOR SALE**  
THE FOLLOWING  
**STORES.**

York HAMS.  
Roll BUTTER.  
Topped BUTTER.  
French BUTTER.  
Egg's COCOA.

VAN HOUTEN'S COCOA.

Picnic TONGUES.

MACARONI in 5th Tins.

RAISINS and CURRANTS.

Crystallized FRUITS.

SAVORY & Moore's New Infant FOOD.

BARNES & Co.'s JAMS.

Potted MEATS.

PATE DE FOIE GRAS.

Swiss MILK.

BORDEN'S

CONDENSED MILK.

COOKING STOVES.

KEROSENE LAMPS.

WINES, &c.

Glaser's Sparkling SAUMUR, Pils. & Qls.

SACCO'S MANZANILLA.

SACCO'S Old Invalid PORT.

Old Bourbon WHISKY.

Burns' Old Irish WHISKY.

Royal Glendale WHISKY.

MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT

**OILMAN'S STORES,**

at the

Lowest Possible Prices

FOR CASH.

**MacEwen, Frickel & Co.**

Hongkong, February 10, 1886. 280

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ABEY CARVER, American barque, Capt.

B. C. Pendleton.—Order.

ALLIE ROWE, Hawaiian brig, Captain J.

Phillips.—Captain.

ALMA, German barque, Capt. R. Albert.

Melchers & Co.

ARRATON APOA, Brit. steamer, Capt.

McLachlan.—David Sisson, Sons & Co.

BANZON, British steamer, Captain Robt.

Farguhar.—Gibb, Livingston & Co.

ELLEN A. BEE, British ship, Capt. N.

B. Hatfield.—Order.

FRED P. LUTHERFIELD, American barque,

Capt. Samuel Bartlett.—Order.

HAWKINS, British ship, Captain R. F.

Dutton.—Russell & Co.

HELEN S. SANFORD, American ship, Capt.

G. W. Pendleton.—Adamson, Bell & Co.

LOANEA, British ship, Capt. A. J. Scott.

—Butterfield & Swire.

SUZANA, British barque, Capt. Marten.

—Captain.

WAPAKING MISTAKI, Br. barquentine,

Capt. Hudson.—Arnold, Karberg & Co.

**To-day's Advertisements.**

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND STOPPING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **STAR**

**BUCK** will be despatched for San

Francisco, via Yokohama, on or about the

12th June, taking Passengers and Freight

for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-

## To-day's Advertisements.

**PUBLIC AUCTION.**

THE Undersigned has received instructions

to Sell by Public Auction,

**TO-MORROW,**

WEDNESDAY, the 26th May, 1886, at 11

a.m., at Messrs. P. BLACKHEAD & Co.'s

Godowns, Wanchi.

(For Account of whom it may Concerns,

Salvo ex German Schooner *Francisco*,

A QUANTITY OF

RICE, TFA, HOPS, READY-MADE CLOTHING,

SHOES, CAMPHORWOOD BOXES, &c., &c.

Also,

Old YELLOW METAL SHEATHING, ANCHORS

and CHAINS, SAILS, RIGGING, PUMPS and

SUNDRY SHIP'S GEAR, &c., &c.

TERMS OF SALE.—As customary.

G. R. LAMMERT,

Auctioneer.

Hongkong, May 25, 1886. 1025

**PUBLIC AUCTION.**

THE Undersigned has received instructions

to Sell by Public Auction, on

**SATURDAY,**

the 29th May, 1886, at 2 p.m., at his

Salon Rooms, Queen's Road.—

**CHINESE & JAPANESE**

**CURIOS,**

forming a portion of the collection of Mr.

E. BRANT, comprising:—

KONO-SHI, KIAN-LOONG, HONG-HEE and

OTHER PORCELAIN WARE, CHINESE WARE,

JAPANESE VASES, BRONZES, and LACQUERED

WARE.

Also,

A few NUMBERS of China Punch.

CALIBRE and TERRA MATCH RIFLE in

case, with INSTRUCTIONS, COMPLETE.

ONE ENFIELD MUZZLE LOADING RIFLE and

SWORD BAYONET.

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, May 25, 1886. 1023

**PUBLIC AUCTION**

OF

**HOUSEHOLD FURNITURE,**

**PICTURES, GLASS, AND**

**CROCKERY WARE, &c.**

THE Undersigned will Sell by Public

Auction, on

**SATURDAY,**

the 29th May, 1886, at 2 p.m., at his

Salon Rooms, Duddell Street,—

A QUANTITY OF

**HOUSEHOLD FURNITURE, &c.,**

comprising:—

ENGLISH-MADE MARBLED DRAWING

TABLE, CHAIRS, COVERS, BLACKWOOD

MARBLE-TOP TABLES, CENTRE and SIDE

TABLES, MIRRORS, OIL PAINTINGS, PEN-

DERS and LIONS, EXTENSION DINING TABLE,

VIENNA CHAIRS, SIDEBOARD, WHATNOTS,

DOOR and Single IRON BEDSTEADS

complete, WARDROBE WITH PLATE GLASS

DOOR, CHEST OF DRAWERS, MARBLE-TOP

DRESSING TABLE and SETS, OFFICE FUR-

NITURE, &c., &c.

Also,

AN INVOICE OF IRON BEDSTEADS

ASSORTED SIZES, AND FIVE DOOR-MATS

ASSORTED.

TERMS OF SALE.—As customary.

G. R. LAMMERT,

Auctioneer.

Hongkong, May 25, 1886. 1023

**INDO-CHINA STEAM NAVIGATION**

**COMPANY, LIMITED.**

**FOR TIENSIN VIA SWATOW.**

The Co.'s Steamship

*Pechili*, Captain PAVIN, will be

despatched at above on

## To-day's Advertisements.

**INDO-CHINA STEAM NAVIGATION**

**COMPANY, LIMITED.**

**FOR SHANGHAI.**

(Taking Cargo & Passengers at through rates

for OUKOU, TIENSIN, NEW-

CHANG, HANKOW and Ports on

the YANGTSE.)

The Co.'s Steamship

*Katsang*, Captain YOUNG, will be

despatched at above on

FRIDAY, the 28th instant, at 4 p.m.

For Freight or Passage, apply to

JAIDINE, MATHESON & Co.,

General Managers.

Hongkong, May 25, 1886. 1021

**EASTERN AND AUSTRALIAN**

**STEAMSHIP COMPANY,**

**LIMITED.**

**FOR SYDNEY, MELBOURNE AND**

**ADELAIDE.**

(Calling at PORT DARWIN & QUEEN-

SLAND PORTS, and taking through

Cargo to NEW ZEALAND, TAS-

MANIA, &c.)

The Steamship

*Tanandjica*, Captain ORR, will be

despatched for the above

Ports on SATURDAY, the 5th June, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, May 25, 1886. 1030

**NOTICE TO CONSIGNEES.**

FROM SINGAPORE, PENANG AND

CALCUTTA.

THE S.S. *Arratoon Apea* having arrived

from the above Ports, Consignees

of Cargo are hereby requested to send in

their Bills of Lading to the Undersigned

for countersignature, and to take immediate

delivery of their Goods from alongside at

Messrs. J. M. ARMSTRONG & Co.'s Wharf,

West Point.

Cargo impeding the discharge will be at

once landed and stored at Consignees' risk

and expense, and no Fire Insurance will be

offered.

Consignees are hereby informed that all

Claims must be made immediately, as none

will be entertained after the 27th instant.

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, May 25, 1886. 1024

**STEAM FOR**

**SINGAPORE, PENANG, COLOMBO,**

**ADEN, SUEZ, PORT SAID,**

**MALTA, MARSEILLES, GIBRALTAR,**

**BRINDISI, TRIESTE, VENICE,**

**PLYMOUTH, AND LONDON.**

Also,

BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through

Bills of Lading for BATAVIA, PERISIAN

GULF PORTS, MARSEILLES,

TRIESTE, HAMBURG, NEW YORK

AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

*DRAGON*, Capt. R. W. HASELWOOD, with

Her Majesty's Mails, will be despatched

from this for LONDON, via BOMBAY

and SUEZ CANAL, on THURSDAY, the

3rd June, at 4 p.m.

Cargo will be received on board until

10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office

until 10 a.m. on the day of sailing.

Tee, Silk and Valuables for Europe

will be transhipped at Colombo; Gen-

eral Cargo for London will be conveyed

## To-day's Advertisements.

**FOR SINGAPORE, PENANG AND**

**CALCUTTA.**

The Steamship

*Arratoon Apea*, Capt. A. B. MACAVISH,

will be despatched for the

above Ports on FRIDAY, the 28th instant,

at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, May 25, 1886. 1023

**STEAM TO BOMBAY VIA STRAITS.**

(Calling at COLOMBO should

indemnity offer.)

The P. & O. S. N. Co.'s

Steamship

*Kashgar*, will leave for the above

places on SATURDAY, 5th June, at 2.30

p.m.

A. McIVER,

Superintendent.

P. & O. S. N. Co



**DIRECTION OF WIND**, to two points.  
**FORCE OF WIND**, according to Beaufort scale.

**STATE OF WEATHER**, & kind sky  
clear clouds, & drizzling rain, fog,  
mist, light wind, & northeast, & partial  
cloudy, & rain, & snow, & thunder  
& lightning.



## GENERAL CAMERON AND THE SHANGHAI VOLUNTEERS.

The following report from Major-General Cameron is published in the Shanghai papers:

Hongkong, 18th April, 1886.

Sir,—As it may be satisfactory to the Municipal Council of Shanghai, to receive from me an official report of my recent inspection of the Shanghai Volunteers, I have the honor to state for their information that I have but little to say beyond what is fairly well reported in the North China Herald as the substance of my address on the ground after inspection.

Considering the very limited number of parades during the year—that they nearly all take place during one month, leaving but little opportunity for instruction between the trainings or for keeping up the knowledge previously acquired, and that the drill is highly creditable and indicative of a very superior intelligence on the part of the men.

It would be as well if rapidly of movement and formation were studied a little more, and the companies taught to get into their places with precision without too much time being lost in dressing. As stated of the parades during my stay at Shanghai, and observed with much pleasure the soldier-like and efficient manner in which drill instruction was imparted by Major Holliday, who appears to have taken very great pains in qualifying himself for the command.

I have not met many similar Commanding Officers of Volunteers in England. The few Officers I was able to call out for Infantry drill acquitted themselves well, and the markers knew their places better than I expected. Adjutant Hough handled the Mounted Corps very creditably.

Altogether the Corps compares favorably with most Volunteer Corps in England, especially as regards musketry, every man being put through a certain course of class firing, though the standard in this respect should be somewhat higher, and a nearer approach to the class firing required of a recruit in the Regular Forces before he is considered a trained soldier. But as stated, that drill is merely the instrument by means of which we inculcate discipline in the ranks and teach bodies of men to move in military order with the necessary precision.

It has then to be applied, and this can only be learned by the "Class Order" by following the instructions, General Rule 2, Page 105, Field Exercise, 1884, and in "Extended Order" by such practices as directed at page 53 for squads of Recruits preparatory to subsequent practice with larger bodies of trained men, as described afterwards at Page 274, where it is stated that the company exercises (opposing forces) referred to are "the only means by which Officers and men can become efficient in readily adapting drill instructions, especially those of 'Extended Order,' to the varying conditions of field manoeuvres."

It is also absolutely essential that the troops should be practised in rapid Volley and Independent Firing (both at the longer distances and with fixed sights at short distances), as mere individual firing would be of little avail in the event of their being called out either for the suppression of a revolt or disturbance inside the town or to meet an enemy outside.

For such practices it is necessary to widen the range and the bullets, and to raise the latter to a total height of 50 feet, and I feel sure the object will be found well worth the cost.

A sufficient knowledge of Fire Tactics, pages 304-310, Field Exercise, is also very necessary.

Every man should be responsible for his own rifle and keep it with him at home, where he can frequently give himself a little position drill when at leisure, and by means of dummy cartridges learn how to load quickly without taking his eyes off the object to be fired at. The greater the accuracy in loading, the steadier and quicker the firing.

At close quarters the rifle is fired as soon as brought up to the shoulder and levelled, and for this a good deal of position drill is manifestly required.

Morris's tubes will be found a great assistance in teaching Musketry—especially when the members of the Corps have so little time to attend at the range.

The Light Horse should be able to do the work of Mounted Infantry as under the circumstances in which you are placed they would probably be used chiefly for this purpose, and the all-important duty of scouting and reconnoitring, though they may also be very useful in clearing the streets in the event of a disturbance, provided no efficient Musketry fire is directed on them from the houses on either side.

Cavalry drill should, as a rule, be performed at the trot, and the horses kept constantly in movement as the best means of training them in the very short time allotted.

The Artillery should be practised constantly in changes of position on given points or landmarks—the positions being taken up in the quickest and simplest manner, and fire opened without any delay on some given object, as this is what is required in action, where opportunities if not at once taken advantage of, quickly pass away.

I regret no opportunity was afforded me of witnessing some of the target practice with the guns. In order to acquaint the gunners to lay their guns and fire rapidly at objects which are constantly changing several targets should be placed in line at considerable intervals, and, if possible, at an unknown distance, and the man ordered to fire at such target as may be selected by the Commander without previous notice—the time for each round being limited. This is much better practice than at one target, and the same target on a measured range, as will be easily understood. The battery should be brought up to the firing point as in action, unlimbered, and open fire without delay.

All three arms should be occasionally exercised together, so that they may learn how to act in concert with each other under the orders of the Officer Commanding the Corps, and some little knowledge of Out-post and Advanced Guard work should be acquired—at all events by those who have sufficient leisure.

Much can be done in this direction in the lecture room with the help of chalk systems, of which I forward a description.

In making these remarks it has been my earnest endeavour to show what is necessary to prepare the Corps for such work as may be required of it for the protection of the Settlement.

I well know all the difficulties, and endeavor never to overstate the case—but during a very long experience with the Auxiliary Forces, I have always found the better plan to show what is wanted and leave them to work up to the required standard to the best of their ability as far as circumstances admit.

The Volunteers in England would have ample time for preparation before and after being called out. The Shanghai Volunteers may be required to act at a moment's notice, and should therefore always be in a state of readiness.

The instructions and papers forwarded through you in connection with the inspection and training should be read and acted upon after no little time and consideration.

I have the honor to be, Sir, Your obedient servant,  
W. G. CAMERON,  
Major-General Commanding in China and Straits Settlements.  
The Chairman, Municipal Council, Shanghai.

I have the honor to be, Sir, Your obedient servant,  
W. G. CAMERON,  
Major-General Commanding in China and Straits Settlements.  
The Chairman, Municipal Council, Shanghai.

Intimations.  
Fourteenth Volume of the  
'CHINA REVIEW'.  
Now Ready.  
No. 5.—Vol. XIV.  
—OF THE—  
'CHINA REVIEW'  
CONTAINS—

The Remains of Lao Tai.  
More about Chinese Relations with Tartar Tribes.  
Aborigines of Formosa.  
Volcanic Eruptions in Kokonor, &c.  
Notes and Queries:—  
Dr. Legge's Translations.  
A Chinese Semanachery.  
Simplicity Personified.  
A Mystic Grave.  
A Silvery Plateau.  
The Chanchow.  
Corant Suez Canal.  
Chinese Astronomy.  
Errata.  
Notices of New Books.  
Collectanea Bibliographica.  
Books Wanted, Exchanges, &c.  
To Contributors.  
Hongkong, May 21, 1886.

The Overland China Mail,  
A WEEKLY JOURNAL.  
IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at home and those at the Coast, Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, the various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the Daily Journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:  
Per Annum, £12.00, postage, \$1.00.  
Quarterly, 3.00, " 0.25.  
Single Copy, 0.30.  
China Mail Office, Hongkong.

Mr. Andrew Wind,  
News Agent, &c.  
21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

SUMMER TIME TABLE.  
THE KWOLLOON FERRY.  
STEAM LAUNCH  
MORNING STAR

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tai-Tsu at the following hours:—This Time Table will take effect from the 15th April, 1886.

WEEK DAYS. SUNDAYS.  
Leave S.K. Leave S.K. Leave S.K. Leave S.K.  
6.00 A.M. 7.00 A.M. 7.30 A.M. 8.00 A.M.  
8.00 " 9.00 " 9.30 " 10.00 "  
9.00 " 10.00 " 10.30 " 11.00 "  
10.00 " 11.00 " 11.30 " 12.00 P.M.  
12.45 P.M. 1.00 " 1.30 " 2.00 "  
2.00 " 2.30 " 3.00 " 3.30 "  
3.30 " 4.00 " 4.15 " 4.30 "  
4.15 " 4.30 " 4.45 " 5.00 "  
4.30 " 4.45 " 4.55 " 5.10 "  
4.55 " 5.10 " 5.25 " 5.40 "  
5.25 " 5.40 " 5.55 " 6.10 "  
5.45 " 6.00 " 6.15 " 6.30 "  
6.15 " 6.30 " 6.45 " 7.00 "  
7.00 " 7.15 " 7.30 " 7.45 "

The will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Insurances.  
NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1886.

NOTICE.  
QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.  
Hongkong, May 19, 1886.

## INSURANCES.

SINGAPORE INSURANCE COMPANY, LIMITED.  
HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.  
All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.  
ADAMSON, BELL & Co., Agents.  
Hongkong, July, 1885.

LANCASHIRE INSURANCE COMPANY.  
(FIRE AND LIFE).  
CAPITAL—TWO MILLIONS STEELING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or for any other information, apply to  
ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.  
Hongkong, January 4, 1887.

THE LONDON ASSURANCE COMPANY.  
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co.  
Hongkong, November 5, 1885.

Mails.  
NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS.  
MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 27th of May, 1886, at Noon, the Company's S.S. YANFEE, Commandant LOMSTER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and copied in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th May, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, May 14, 1886.

Occidental & Oriental Steamship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched from San Francisco, via Yokohama, on THURSDAY, the 3rd June, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. For Return Passage Orders, available for one year, will be issued at a discount of 25 per cent. Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, May 15, 1886.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into ten sections, and marked as follows. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the lagoon of the Green Island. Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.

Section.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>						
Adowa	h	1111	May 17	F. & O. S. N. Co.	Bombay, &c.	To-morrow
Anakasta	h	678	Jan. 31	Hassell & Co.	Calcutta, &c.	Laid up
Araratoun Ape	h	1035	May 24	David Sassoon, Sons & Co.		28th inst.
Benedict	h	1000	May 24	Gibb, Livingston & Co.	Batavia v. Sappo	To-day
Borneo	h	1444	May 24	Jardine, Matheson & Co.	Swatow & Amoy	To-morrow
Cheong Hook Kian	h	1432	Oct. 15	Adamson, Bell & Co.		
Chi Yuen	h	956	May 26	Bun Hin Chan		
Danube	h	1121	May 26	M. S. N. Co.		
Diamanto	h	601	May 24	Yuen Fat Hong		
Gaelic	h	610	May 24	Russell & Co.		
Gedra	h	2690	May 18	O. & S. S. Co.		
Guthrie	h	340	May 23	Simsen & Co.		
Hampshire	h	1411	May 17	Jardine, Matheson & Co.		
Horseguards	h	2233	May 21	Russell & Co.		
Iolani	h	1699	May 21	Russell & Co.		
Kong Beng	h	896	May 23	Arnhold, Karberg & Co.		
Kashgar	h	681	May 23	Arnhold, Karberg & Co.		
Leire Interiore	h	863	May 21	Yuen Fat Hong		
Mark Lane	h	1515	May 24	P. & O. S. N. Co.		
Manila	h	532	May 24	Arnhold, Karberg & Co.		
Mark Lane	h	704	May 22	Wielor & Co.		
Manila	h	1354	May 18	Russell & Co.		
Manila	h	1273	May 24	Messageries Maritimes		
Manila	h	862	May 19	Arnhold, Karberg & Co.		
Manila	h	1729	May 19	Arnhold, Karberg & Co.		
Manila	h	180	Sept. 4	Chinese		
Manila	h	161	June 2	H. K. & W. Dock Co.		
Manila	h	1728	May 21	Simsen & Co.		
Manila	h	1560	May 22	Arnhold, Karberg & Co.		
Manila	h	462	May 21	Gibb, Livingston & Co.		
Manila	h	1385	May 17	Gibb, Livingston & Co.		
Manila	h	2011	May 23	A. Hungating Lloyd S. N. Co.		
Manila	h	1600	May 18	Jardine, Matheson & Co.		
Manila	h	678	May 23	Melchers & Co.		
Manila	h	612	May 21	Wielor & Co.		
Manila	h	2422	May 24	Messageries Maritimes		
Manila	h	1425	May 20	Russell & Co.		
<b>Sailing Vessels.</b>						
Abbie Carver	h	934	May 1	Order		
Abbie Carver	h	338	April 30	Wielor & Co.		
Abbie Carver	h	938	May 12	Melchers & Co.		
Abbie Carver	h	947	Jan. 18	Melchers & Co.		
Abbie Carver	h	296	May 19	Chinese		
Abbie Carver	h	10	May 22	Edward Schellhass & Co.		
Abbie Carver	h	674	May 10	Order		
Abbie Carver	h	609	Jan. 31	Carlowitz & Co.		
Abbie Carver	h	1207	Mar. 8	Order		
Abbie Carver	h	904	Mar. 11	Arnhold, Karberg & Co.		
Abbie Carver	h	1750	Jan. 26	Carlowitz & Co.		
Abbie Carver	h	281	May 19	Carlowitz & Co.		
Abbie Carver	h	1648	May 20	Carlowitz & Co.		
Abbie Carver	h	1644	April 16	Takasuna Mine		
Abbie Carver	h	810	May 23	Carlowitz & Co.		
Abbie Carver	h	920	May 4	Russell & Co.		
Abbie Carver	h	1101	May 1	Adamson, Bell & Co.		
Abbie Carver	h	1847	Jan. 2	Russell & Co.		
Abbie Carver	h	1397	Mar. 22	Fustan & Co.		
Abbie Carver	h	693	April 27	Chinese		
Abbie Carver	h	5	April 18	Wielor & Co.		
Abbie Carver	h	8	April 18	Wielor & Co.		
Abbie Carver	h	1526	May 8	Butterfield & Swire		
Abbie Carver	h	750	April 19	Arnhold, Karberg & Co.		
Abbie Carver	h	819	April 20	Chinese		
Abbie Carver	h	937	April 27	Melchers & Co.		
Abbie Carver	h	182	May 26	Jardine, Matheson & Co.		
Abbie Carver	h	456	April 18	Douglas, Leprie & Co.		
Abbie Carver	h	182	April 18	Carlowitz & Co.		
Abbie Carver	h	698	May 16	Chinese		
Abbie Carver	h	494	May 18	Chinese		
Abbie Carver	h	368	April 14	Arnhold, Karberg & Co.		
Abbie Carver	h	276	May 22	Meyer & Co.		

## Her Britannic Majesty's Ships in the China Squadron.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	etc.
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Eng.
Andalusian*	double-screw iron frigate	6010	10	4350	Capt. Robert Hastings Harris	Eng.
Champion	corvette	2230	14	2240	Captain A. F. Mackay	Eng.
Cleopatra	corvette	465	4	470	Captain L. O. Keppel	Eng.
Cockchafer	gunboat	2350	14	2500	Lieut.-Com. H. B. Boteler	Eng.
Constance	corvette	2360	14	2500	Capt. Seymour Dacres	Eng.
Daring	composite sloop	940	4	920	Commander Davis	Eng.
Esperance	double-screw gunboat	340	3	340	—	Eng.
Esper	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Eng.
Firebrand	gunboat	465	4	460	Lieut.-Com. D. L. Dickson	Eng.
Flying Fish	sloop	940	4	840	Captain J. P. Maclear	Eng.
Leander	corvette	3750	10	5000	Captain M. J. Dunlop	Eng.
Linnet	double-screw gun-vessel	755	5	1050	Commander W. Merrick	Eng.
Morlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Eng.
Midge	double-screw gun-vessel	603	4	470	Commander H. J. Robillart	Eng.
Pegasus	composite screw sloop	1130	6	970	Act. Comdr. A. M. Henshaw	Eng.
Rambler	gunboat	830	3	830	Commander W. O. Moore	Eng.
Sapphire	corvette	1970	12	2360	Commander R. G. Kinahan	Eng.
Solent	torpedo mining launch	150	—	—	Commander Dinsdale	Eng.
Swift	double-screw gun-vessel	755	6	1010	Commander A. C. B. Bromley	Eng.
Twined	double-screw gunboat	360	3	340	—	Eng.
Victor Emanuel	receiving ship	5157	14	—	Commodore Morant	Eng.
Vigilant	paddle despatch-vessel	1000	2	1230	Lieut.-Com. P. Harkyns	Eng.
Wanderer	gunboat	425	4	750	Captain Orford Churchill	Eng.
Waverer	tug-ship	2750	4	1450	—	Eng.
Zephyr	gunboat	428	4	530	Lieut.-Com. Chas. K. Heye	Eng.
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